

THE Wright Flyer[®]

Ohio Wing Newsletter



Ohio Wing Comes Through Air Force Evaluated SAREX With Flying Colors



Flight Line Readies Airplane for Mission

-Findlay, Ohio

The Ohio Wing of the Civil Air Patrol (United States Air Force Auxiliary) held a preparedness drill based at the Findlay Municipal Airport in Findlay, OH.

The Search and Rescue Exercise (SAREX) involved the participation of 57 Senior and 16 Cadet members of the Civil Air Patrol; 6 aircraft and as many as 13 ground vehicles in the following scenario:

Practice Scenario:

"Late summer storms and a stalled weather front have left the North Western area of Ohio devastated. The Civil Air Patrol has been called in to assess damage and provide relief to stranded and injured victims of flooding."

Among the many tasks that were performed by the volunteer force was the completion of the following goals:

Ground and Aircrew teams performed damage assessment to railroad tracks, highways, dams, fuel storage facilities and water treatment plants in order to coordinate aid to victims in Ohio.

A practice Emergency Locator Transmitter (ELT) signal was activated within the search area. The Search teams located their assigned targets and transmitted their findings to the mission base.

One of the ground teams found and rescued a missing "person" as tasked by the mission scenario.

Air crews were assigned the following multiple tasks:

Search for a missing aircraft and location of an Emergency Locator Transmitter.

Transmission of Video images from the field with the Civil Air Patrol's Slow Scan TV equipment.

Air to ground photography (Taking of digital still images of assigned targets and delivering them to the mission base where they were transmitted via fax and modem.)

Medical supply transportation (Aircraft transported medical supplies to a remote area affected by the flooding.)

Communications ("High-bird" aircraft ...aircrews acting as a remote relay station by flying high above ground in a large holding pattern to provide a link between mission base and personnel out of normal radio range.)

In all 17 sorties were flown in support of the mission tasking.

The Civil Air Patrol conducts over 85% of all inland search and rescue in the United States as tasked by the Air Force Rescue Coordination Center. The Civil Air Patrol provides disaster relief support to local, state and national disaster-relief organizations.

Training exercises are held on a regular basis and are evaluated by the Air Force for effectiveness of training and qualification of members to carry out actual missions.

From an e-mail distributed to the Ohio Wing personnel:

Forwarded to OH Wing E-mail list by LTC Moore.

Per LTC Ken Voyticky, the Evaluated SAREX at Findlay has been discontinued and the mission base has been closed as of 1800 hours Saturday. There will not be any activity on Sunday.

"Ken advises that OH Wing received an Excellent on the evaluation."

LTC Moore

How Does A SAREX Come Together ?

Let's combine a typical SAREX Operations Plan with photographs.

Evaluated SAR/DR Exercise Findlay Airport (FDY), Findlay, OH. Mission Number GLR-OH-03-TBD

The Ohio Wing Civil Air Patrol will be conducting an Evaluated SAR/DR on 12-14 September 2002 at Findlay Airport (FDY), Findlay, OH. The mission base will be operational NLT 1800 hours on Friday 12 September and operations will close at 1200 hours on 14 September. Training planned for mission personnel is listed below. The Rain Date is scheduled for the following weekend for this mission.



Early Morning Briefing at the Mission Base

Aircrews

Evaluate grid search and mission communication procedures.
Evaluate ELT Direction Finder and Wing Null techniques.
Evaluate direction of ground teams using visual/radio communications.
Evaluate damage assessment operations in a DR environment.

Ground Teams

Evaluate Lost Person Search techniques.
Evaluate ELT direction finding techniques.
Evaluate visual/radio communications between aircrews and ground teams.

Mission Staff

Prioritize and coordinate multiple mission objectives.
Coordinate multi-agency taskings.
Conduct grid search for missing person/targets.
Coordinate interaction between aircrews/ground teams.
Coordinate video taping and digital camera intelligence gathering techniques.
Conduct risk management.

Cadets

When possible, experienced cadets will understudy mission base duty positions.
It is essential that all cadets be given meaningful/useful tasks and/or instruction.



Sunrise on the Flight Line: CAP aircraft at the ready

Aviation resource requirements

The exercise is open to all OH Wing Corporate and private aircraft.

Inbound sorties

Flight Plan: FAA and CAPF 104, Copy presented upon arrival.

Primary: Call local FRO for flight release. FRO will call Mission Base, (TBD) Have CAPF 104 information FRO will assign flight release number

Alternate:

Call Mission Base, (Phone No. TBD) Have CAPF 104

information available. Air Ops will assign sortie number. For Private Aircraft a CAPFLIGHT Number will also be assigned.

Flight Release: CAPF 99, release by home unit FRO for Inbound flight prior to departure home field. Alternate release may be obtained via call-in to Mission Base..

Flight Following: All Inbound flights file FAA Flight Plan, Cancel upon arrival.

Arrival Routes: As Required, Maintain VFR/IFR altitudes enroute.

Airport Information Findlay Airport (FDY), Findlay, OH.
Located 1 mile southwest of city.
Lat N41-00.81, Long W83-40,12. Intensive Flight Training
Runway elevation: 812 MSL, Pattern Altitude 1600 MSL for light aircraft, 2300 MSL Heavy aircraft.
Runways 18-36 and 7-25

Airport Parking: Ramp area, as assigned by Project Officer/Mission Logistics Officer.

Air/Ground Comm: CTAF 123.0 MHz, Unicom 123.0 MHz
Mission Base Callsign Findlay Mission Base/Frequency 148.15 MHz

Night Operations: Runway/Taxiway lighting (PCL -123.0), Airport Beacon.

Debriefing: Mission Air Operations Location TBD.
City of Findlay Airport Authority Phone (419) 424-7884.
FBO: Findlay Aviation Services Co. Phone (419) 422-4182.

Ground operations resource requirements

Personnel intending to participate as a Ground Team member and the vehicles that they intend to use, should be trained and equipped to perform the mission tasks described in (B) below. Pre-selected teams should be equipped to operate in the field for a maximum of three days.

CAP Radio, Direction Finding (DF) equipment, and other specialized equipment is desirable.

Cadet supervision

Commanders unable to provide senior supervision for their cadets will prearrange alternate supervision via sister units. Commanders must provide or prearrange senior female supervision for any female cadets attending the mission.

Uniform Requirements

All Personnel:

CAP grooming standards and uniform requirements must be observed by all CAP personnel participating in the



**0700 HRS Sign-in and
Credential Verification**



Vehicle Inspection and Log



Progress Report 1100 Hrs

mission.

Mission Staff: White Shirt and Gray Slacks combination.

Aircrews: Appropriate Flight uniform for personnel assigned flight duties.

Ground Teams: Appropriate Field uniform for personnel assigned field duties.

Administration

Sign-in location and procedures

Early Sign-in at Mission Base 1700 hours 12 September

Reporting Time: Friday arrivals: 1800 hours 12 September

Saturday Arrivals NLT 0700 hours 13 September

Sunday Arrivals NLT 0700 hours 14 September

Location: Findlay Airport (FDY), Findlay, OH and
Sign-in Location: CAP HQ Building

Sign-in will be IAW OH Wing Mission Administrative Checklist.

Aircraft and vehicles participating in the mission must be logged in and must be checked by safety officer before use on the mission.

Those aircraft and vehicles not logged in will not receive reimbursement for use on mission.

Credential verification procedures

All personnel participating in the mission will have the following items in their possession.

A valid 101 card

A current membership card

Two (completed) copies of CAPF 60 (Emergency Notification)

All pilots will have current medical in their possession.

Mission and transport pilots

Must be listed on current OH Wing roster

Or present copy of current CAPF 5 and/or CAPF 91 Checkride as applicable.

Personnel driving CAP vehicles must have current state and CAP driver's license.

Other Documents (ROA, Counter Narcotics, etc.) as required for mission activity.

Aircraft/Vehicle support

Each Corporate Aircraft will refuel using assigned OH Wing Credit Card. Member Owned/Supplied Aircraft will be refueled at member's expense, with reimbursement via CAP Form 108. Current information indicates that OH Wing Credit Card is acceptable both FBOs. Other Credit Cards TBD.

Aircraft Fuel/oil: 100LL, Jet

Aircraft Maintenance Major airframe/power plant repairs

2. Vehicle support

Ground Team Vehicles will be refueled via an OH Wing Credit Card. Arrangements will be posted at the Mission Base.



Tents provide shelter
for Ground Teams

Billeting

1. On Site Two GP medium tents will be available for on site camping-
NO FIRES

2. Off Site

| | | | |
|-------------------|---------------|-----------------------|------|
| Cross Country Inn | I-75/Exit 159 | Phone (419) 424-0466 | \$49 |
| Super 8 | I-75/Exit 159 | Phone (419) 422-8863. | \$28 |
| Econo Lodge | I-75/Exit 157 | Phone (419) 422-1054. | \$42 |
| Days Inn | I-75/Exit 157 | Phone (419) 423-7171. | \$45 |
| Rodeway Inn | | Phone (419) 425-9810 | \$36 |

Messing

1. On-site
Restaurant on field,
2. Off-site
Several within 5 miles.

Medical

Blanchard Valley Regional Health Ctr., 145 W. Wallace St., Findlay
Phone (419) 423-4500.

Cancellation

Cancellation information will be posted on the OH Wing Email Bulletin Board on Friday by 1200hrs.

Findlay Base Frequencies/Callsigns:



Ohio Wing's New COMM Van

| | | |
|--------------------------------|------------|------------------------|
| Mission Base Callsigns: | CAP/Voice | Findlay Mission Base – |
| 148.1 | CAP/Packet | OH0600 |
| | SAR Radio | Findlay Mission Base |
| Mission Base Phone: | Cellular | 440 655-6600 |
| | Pager | 216 591-8756 |

City of Findlay Airport Authority Phone (419) 424-7884.
NOTE: Use for emergency only.

FBO: Findlay Aviation Services Co. Phone (419) 422-4182.
NOTE: Use for emergency only.

CAP/VHF Frequencies:

| | |
|---------------|-------------------|
| Simplex | 148.150 MHz |
| Repeater | 143.90/148.15 MHz |
| Lima Repeater | (Tone 131.8 Hz) |

(Tone 141.3 Hz)

Carey Repeater

Wauseon

Repeater (Tone 127.3 Hz)

| | |
|----------|--------------------------|
| Packet | 149.895 MHz |
| Aircraft | 148.15 MHz (100 Hz tone) |

Standard Frequencies:

| | | |
|--------------------------------|--|-----------|
| CAP/HF Frequencies: | Primary | 4582 kHz |
| | Secondary | 4604 kHz |
| Aircraft SAR Frequency: | Air/Ground | 122.9 MHz |
| USCG Frequency: | Initial Contact/emergency | 156.8 Mhz |
| | Switch to station's normal channel on request. | |

Operations plan from Lt. Col. Ken Voyticky, Operations Director

Reports From the Field



The SAREX begins with taskings to survey flood damage, when an unexpected call comes in to report an overdue aircraft.



For Immediate Release: 13 September 2003

OHIO-

Civil Air Patrol Holds Mock Search and Rescue Exercise

A Small Airplane Has been Reported Missing

A small airplane has been reported missing. The aircraft took off from Hardin County Airport this morning at 7AM EST and was to fly directly Northeast to Sandusky Airport near the city of Green Springs and was expected to arrive at 7:30 AM EST. The Civil Air Patrol is requesting any information from the communities along the expected flight path. Please call: 440 - 655 - 6600 or 440 - 796 - 1063

The Civil Air Patrol conducts over 85% of all inland search and rescue in the United States as tasked by the Air Force Rescue Coordination Center. The Civil Air Patrol provides disaster relief support to local, state and national disaster-relief organizations.

Charts and Briefings



Lt. Col. Snell, Incident Commander and Lt. Col. Voyticky, Planning Section Chief review assignments.



Communications and Maps



1Lt Jaworski discussing safety issues with aircrews



Radios and Vehicles





Lt. Col Snell Briefs Mission Staff

Briefings and Clues

For Immediate Release: 13 September 2003

OHIO-

Civil Air Patrol Holds Mock Search and Rescue Exercise

A Small Airplane has been Reported Missing

The AFRCC in conjunction with the Federal Aviation Administration has reported that the emergency beacon has been localized to within 15 - 20 miles East of the expected flight path. Ground Crews have rendezvoused with the Air Team and are coordinating the search for the source of the distress signal within smaller and decreasing search grids in the vicinity of Lemert, Ohio. The Civil Air Patrol is requesting any information from the communities along the expected flight path. Please call: 440 - 655 - 6600 or 440 - 796 - 1063



Somewhere
near here !



Success ...Mission
Accomplished !





Aircraft being repositioned on the field.

The Civil Air Patrol was represented by:
Incident Commander, Lt. Col Snell, CAP and
Operations Director, Lt Col Ken Voyticky, CAP.

The Air Force was represented by:
Directors for CAP-USAF Liason , John Bushko and Robert Dickerhoof,
along with a team of USAF evaluators led by Lt Col. Gladish, USAF.

Mission Base Personnel

Incident Commander LtC Snell
Chaplain LtC Feister
Safety Officer Col. Murrell/ Capt Aley/ 1Lt Jaworski
Liason Officer LtC Rickert
Operations Section Chief LtC Rehman
Planning Section Chief LtC Voyticky
Logistics Section Chief LtC Thomas
Finance/Administration Section Chief LtC V. Neuwirth/LtC Carr
Branch Air Group LtC Elliot
Air Operations Branch Cpt Siglock/LtC Ullman
Air Support Group Supervisor LtC Carr
Situation Unit Leader Maj Beck
Demobilization Unit Leader LtC Snell
Documentation Unit Leader LtC V. Neuwirth
Communications Unit Leader Capt Wade
Facilities Unit Leader Flight Line LtC R. Neuwirth
Cost Unit Leader LtC Carr
Information Officer 2Lt Sarmiento / PAO 1 Lt Stone



PAO 1 Lt David Stone assigned to a Ground Search Unit provides photos from the field.

Northern Ohio CAP Flight Clinic "Consensus ... A Success"

As Project Officer for the clinic held on 20 September at the Ohio Air National Guard facility MFD Lahm Airport, Lt. Col Randy Gard, CAP should be pleased with the result of his efforts. That conclusion, reached by this writer, is based upon the very positive responses which have been received from an "unscientific sampling" of attendees.

For instance....Lt.Col. Walter D. Murphy, CAP commented..."the organization and schedule of the MFD Clinic is the first which seems to conform to the CAP guidance. I appreciated the input of FSS, FSDO, and ATC personnel. They presented a great amount of good information. The afternoon reserved for flights insures that the clinic can be completed as outlined. I feel that the flight clinic should be a prerequisite for a flight check."

1stLt. Fred Rhoda, CAP responded..."I think that was one of the best that I have been to. There was a complete coverage of all the information that was needed, a very good job by the group that put it on. Some of the civilian ones are not as good as this one. The facilities were of high and great standards. I would not have asked for any more. I look forward to being there for more schooling, and training. Thanks for inviting me to the event, and I thank you for it!"



1stLt. Don Rinehart....."I thought by far that the flight clinic was the best that I had ever been to. Col. Gard did an excellent job of setting it up. All of the speakers were very informative, and discussed issues that I was unaware of. Definitely a very good learning experience, and that was what it was meant for!"

Just a few more comments which come from LtCol. Ray Applegate who is UC for MFD. Flight #177 (the host unit for the clinic, and the CO of LTC Grad) " my first clinic for a couple of years....presentations were just the right length time wise....all topics were pertinent, and in proper sequence...LTC Grad did an excellent job both as PO, and as a presenter"....and lastly...."Consensus feeling among the attendees (they were in awe of this new facility environment!"

Please allow this writer a moment's digression. I am not a pilot, and have only recently renewed my membership with CAP...for the first time. Attendance at this clinic was my first opportunity ever to attend any sort of discussion/learning environment about, flight, and related activities. Much of what was being discussed, and presented at the clinic, was (surprise) several thousand feet over my head!

My presence at this event was primarily to gather material for this report! However, with certain life experiences in my background, I feel I am capable of recognizing a high quality event when I see it, and this was one of those times.

Registration at 0800.... List of attendees! Michael Newell OH-177, Carmen T. Montello OH-406, Ronald Crawford OH-275, John R. Dawson OH-177, Fred Rhoda OH-209, Michael Ullman OH-177, Bruce Beam OH-406, Don Rinehart OH-177, Marc Pagan OH-275, Donald, Dahlen OH-275, Bill Mooney OH-077, Albert Owen OH-275, Michael Sanitol OH-406, Randy Gard OH-177, Ray Applegate OH-177, James H. Moore OH-058, Bill Thomas OH-077, John MacAlpin OH-406, Walter D. Murphy OH-294, Greg Sarbach OH-275, Peter Tapolyai OH-406, Robert T. Kondrat OH-406

The meeting was held in the Utah room, which is truly an awesome facility. The best description being as one attendee was heard to say..."this must be the war room."

The Utah Room is entered at ground level. Seating is provided on about 6 tiers formed in an arc, extending down to the podium floor which looks back up towards the entry level some 12 feet or more above. Seating capacity is 56.

After a brief "coffee call" and other preparations Col. Gard bade the group welcome, and formally opened the meeting. Early on he made mention that program

attendance at this session would count towards the FAA Wings Program.

The Colonel's own subject was first on the agenda, and dealt with 2002 CAP aircraft accidents. It was presented with the aid of a power point program, and was a very thorough, and powerful presentation featuring on screen/on site photos of the numerous crashed or "injured" aircraft. A number of which as we all know ended with the unfortunate deaths of pilots and/or crew. Colonel Gard stated "there is a need to redefine airmanship in CAP" and was his theme as he proceeded to elaborate, and expand upon...uncompromised discipline, skill, and proficiency.

"...there is a need to redefine airmanship in CAP"



Lt. Col. Gard addresses seminar

First guest speaker on the program was Dominique Sorbo who is an employee with the FAA. Dominique is with the Cleveland Automated Flight Service Station where she is soon to become a supervisor. Over her career she attended many schools dealing with course work in her area of expertise.

Throughout her presentation it was very obvious that Dominique was very much in command of the knowledge required to function in her position! It was also obvious that she was very much concerned about safety for it seemed her underlying theme as she spoke to the critical need for pilots to learn, and implicitly follow all proper rules, regs, and procedures.

Her presentation generated a lot of interaction between herself and attendees...very well received. Dominique admonished...."Make contact (with AFSS) anytime anything changes in your flight plans"!

Following Dominique were husband/wife Air Traffic Controllers from the MFD Tower. These were Deborah, and Scott Cunningham.

Scott being the leadoff speaker represented the safety section of their program. He spoke to the subject of "runway incursions" and "blind spots" which are obviously topics of extreme importance.

Deborah brought to the floor the subject of communications with the tower. Numerous discussions were generated by this subject which included even the difference in terminology a pilot will encounter from one airport tower to another, in receiving directions to a runway.

In the case of both Deborah, and Scott, it was very obvious that these folks were very much on top of their game. They possessed a great wealth of knowledge, and experience, and were passionate about the subject material, and safety concerns.



FAA's Dominique Sorbo



Informal discussions with speakers

title of GA Inspector. As previously stated my knowledge of general aviation is rather limited so should anything be misstated here please be tolerant. (All of the information presented on that day was definitely not for the novice) Jeff spoke to various items related to aircraft safety, and what was allowed (or not allowed) in doing your own aircraft maintenance.... including "logging" of such maintenance.

Jeff mentioned that (as all pilots are aware) that FAA does mandate that periodic on site inspections be made at small airports. However, that requirement is now being stepped up a notch, and will be more common occurrence than in the past. Jeff (or a supernumerary) will be coming soon to an airport near you! Be Ramp Check ready!

Again it was so apparent that Jeffrey Vercoe was an extremely capable, and knowledgeable person in the field of GA Aircraft Inspection.

After the meeting was adjourned I noticed numerous discussions happening with Jeff regarding matters of concern with inspections. Those pilots who have never had the opportunity to listen to an inspector discuss this subject from an inspector's perspective have missed a valuable learning experience.

The morning sit down portion of the program was adjourned at around 1130 hours. Reconvening would happen after lunch with Form 5 flights being administered during the afternoon. It is my understanding that 6 pilots were on schedule to fly with their check pilots. Hopefully, all went well in this portion of the program, as this PAO was not scheduled for the second half of the operation. Recommendation.... Next time you have an opportunity to attend a flight clinic in MFD put on by Col. Gard.... Better sign up!

The Utah Room alone is worth being present!

Submitted by 2ndLt. John R. Dawson, CAP

Safety Corner

"Everybody is allowed 15 minutes per day to be stupid, just don't do it in an airplane."

- General James "Jimmy" Harold Doolittle

Winter is here, your carburetor may not be the only thing iced over!

TREATMENT IN THE FIELD

BODY SIGNS/SYMPTOMS

Core Temperature in Degrees Centigrade

37.5°C NORMAL

36 FEEL COLD

Seek dry shelter, replace wet clothing with dry including socks, gloves, hat, cover neck, insulate whole body including HEAD from cold. Exercise but avoid sweating. External warmth (bath, fire) ONLY if CORE TEMP. above 35°C. Warm sweet drinks and food (high calories).

35 SHIVERING

BODY CORE TEMPERATURE BELOW 35°C = HYPOTHERMIA = HOSPITAL

CLUMSY

34 IRRATIONAL
CONFUSED
(may appear drunk)

33 MUSCLE STIFFNESS

**NO EXERCISE, HANDLE GENTLY, REST.
NO EXTERNAL WARMTH** (except to chest, trunk, eg. Hiebler Jacket).
Warm sweet drinks and calories.
Internal warming via warm moist air (exhaled air, steam) or warm moist oxygen (40 - 42°C at mask).
Monitor pulse, breathing. Restrict all activity, lie down with feet slightly raised.

32 SHIVERING STOPS, COLLAPSE. TRANSFER TO HOSPITAL. URGENT.

31 SEMI CONSCIOUS

30 UNCONSCIOUS

No response to painful stimuli

29 SLOW PULSE AND BREATHING

28 CARDIAC ARREST

No obvious pulse or breathing
Pupils dilated

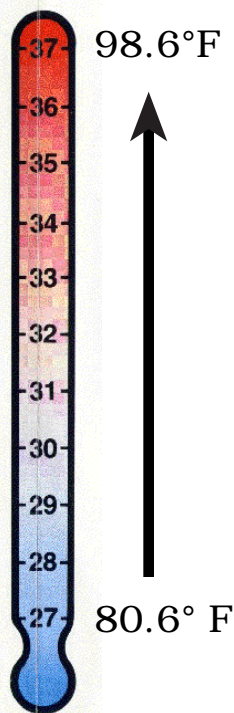
Nothing by mouth. Check airway remains open.
May tolerate plastic airway, put in recovery position, check airway, turn every 2 hours to protect skin, monitor pulse and breathing.
Slow mouth-to-mouth breathing, at victim's own rate (may be very slow).
Check airway. CPR, with mouth-to-mouth breathing. Aim for normal CPR rates of 12-15 breaths/min. and 80-100 compressions/min. but slower rates of 6-12 breaths/min. and 40-60 compressions/min. may be adequate. Continue for as long as you can.

BELOW 28°C. NO VITAL SIGNS, COLD. DO NOT GIVE UP TREATMENT.

NOTE: NOT DEAD UNTIL WARM AND DEAD!

Avoid rapid rewarming and **HANDLE GENTLY AT ALL TIMES.**

Core temperature may lag behind skin temperature and continue to drop, so keep monitoring.



$$^{\circ}\text{F} = (^{\circ}\text{C} \times 1.8) + 32$$

HYPOTHERMIA SCENARIOS

OUTDOOR RECREATION:

Exposure to hypothermia in wilderness recreation, includes canoeing, kayaking, marine, and ice sports fishing, sailing (immersion hypothermia), down hill and cross country skiing, climbing, hiking, back packing, hunting, skidoo and diving. Remote locations, no medical assistance.

SEARCH AND RESCUE:

Exposure hypothermia on land, fresh and salt water usually in remote areas. Land scenarios include mountaineering, caving, avalanche and crevasse rescues. Water accidents include recreation and commercial activities as well as disaster situations, such as flooding, mud slides, earthquakes and transportation accidents. Organizations include volunteer SAR groups, Ski patrol, Military, Fire dept., Divers, Police, Coast Guard and Ambulance.

MARITIME COMMERCIAL:

Cold water immersion hypothermia. Usually in remote areas. Tendency to be mass events, Spirit of Free Enterprise capsizing, the Lakonia, Titanic etc. Others include: commercial fisherman, merchant marine, ferries, cruise ships, offshore oil rigs, oceanographic research vessels and diving.

MILITARY:

Peacetime hypothermia incidence are low. Experience shows that war-time incidence increases dramatically. Remote and adverse conditions, probability of trauma related hypothermia is large (shock/immobility). cold and/or wet environments. History demonstrates that cold conditions affects outcome of battles. Navy: on board ship and life boats, Army field hospitals and ambulances, company medics. These may also respond to natural disasters.

AMBULANCES:

Pre-hospital contact with all levels and causes of hypothermia, mva's, trauma, immersion, transfer from rescue, drug and alcohol abuse, and diabetes related hypothermia in the elderly. Remote areas are typical for long transportation times.

HOSPITALS:

Treat all levels of hypothermia, urban (alcohol/drugs) elderly, infant incubators, trauma etc. Significant difference between large urban hospitals and small clinics. The last are less likely to have complex facilities to cope with treatment for hypothermia..

Treating Hypothermia: A life-saving skill

The growing popularity of outdoor recreation has resulted in greater demand for an effective on-site method for treating hypothermia. Other than for mild cases, the most effective and safest treatment for all levels of hypothermia is the addition of heat to the body core, rather than via the periphery.

The most important phase of treatment is the prevention of post-rescue collapse during the first 30 minutes following rescue, and during transportation to a medical facility. Phases and treatment of hypothermia.

After-drop

A further cooling of core temperature occurs after the victim is removed from the cold environment. This after-drop is often responsible for post-rescue collapse.

Pre-hospital stabilization

Preventing respiratory heat loss and progressive cooling, of the heart through the tissues is essential. This cooling if not arrested, can lead to ventricular fibrillation of the heart. Patients who are unconscious, with a temperature below 30°C or 80°F, may not respond to defibrillation. Thermally stabilizing a patient with suitable equipment is necessary, both before transportation and enroute to the hospital to prevent additional cardiac complications.

Core rewarming

This is the most effective treatment for all cases of moderate to severe hypothermia, whether treatment occurs in the hospital or in the field.

Inhalation rewarming

As the only non-invasive hospital treatment suitable for active core rewarming in the field, inhalation rewarming donates heat directly to the head, neck, and thoracic core (the critical core) through inhalation of warm, water-saturated air at 43 - 45°C (107 - 122°F). This method also warms the hypothalamus, the temperature regulation center, the respiratory center, and the cardiac center at the base of the brainstem. In many cases, this rewarming of the central nervous system at the brainstem reverses the cold-induced depression of the respiratory centers and improves the level of consciousness.

Beside this strategic donation of heat, inhalation rewarming also eliminates . .

Respiratory heat loss

This accounts for 10% to 30% of the body's heat loss. This is particularly important in rescue situations where the ambient air is cold (cooling of the core through respiration).

In summary, inhalation rewarming is highly effective in providing "basic life support" through thermally stabilizing the core and brainstem temperatures. It is safe for treatment for all levels of hypothermia, but is particularly important for severe cases, because insulating alone (blankets), does not prevent further cooling of the core.

The first half hour during rescue is the most critical phase of hypothermia management!

Avoid having the victim assist with their own rescue!

Muscular activity by the hypothermic victim pumps cold peripheral blood from the arms and legs into the central circulation causing the core temperature to drop even further. Gentle handling is critical! A cold heart is particularly susceptible to ventricular fibrillation, and some victims may suffer fatal ventriculation when jolted about during initial handling or transportation.

" The inhalation rewarming method is now our first choice in the re-warming treatment of all stages of hypothermia in the wilderness environment. " (Dr. Ian Taylor, Medical Adviser to the North Shore Rescue Team, Vancouver B.C.).

Sources:

- 1 Danzl, D. Accidental hypothermia. Emergency Medicine: Concepts in Clinical Practice. Rosen et al. Mosby Publishers.
- 2 Hayward, J.S. et al. Thermal and cardiovascular changes during three methods of resuscitation from mild hypothermia. Resuscitation 11:21-33.
- 3 Harnett, R.M. et al. A review of the literature concerning resuscitation from hypothermia, Aviation Space Environmental Medicine. Part I 54(5):425-434. Part II 54(6):487-495.
- 4 Danzl, D. et al Accidental hypothermia: Always a Danger. Patient Care 17 (19):116-151, and personal communication.
- 5 Morrison, J.B. et al. Influence of respiratory heat transfer on thermogenesis and heat storage after cold immersion. Clinical science 63:127-135.
- 6 Collis, M.L. et al. Accidental Hypothermia: A Study of Practical Rewarming Methods. Aviation Space Environmental Medicine. 48 (7) 625-632.

It has been said that the only thing constant in life is change.

A Change-of-Command Ceremony was held one day after the Air Force Evaluated SAREX

Command of the Ohio Wing transferred to Col. Charles L. "Chuck" Carr.

Civil Air Patrol, Ohio Wing, Staff Appointments

Col. Charles L. "Chuck" Carr, Jr., Ohio Wing Commander

Lt. Col. Ken Voyticky, Vice Commander Operations.(CVO) (Senior Vice Commander)

Specific wing areas of responsibility:

Communications, Emergency Services, Logistics, Operations, and Plans and Programs.

Lt. Col Paul Rehman, Vice Commander Support. (CVS)

Specific wing areas of responsibility:

Administration, Aerospace Education, Cadet Programs, Finance, Personnel, Professional Development, and Public Affairs.

Lt. Col. Richard Neuwrith, Director Emergency Services

Capt Paul Siglock, Deputy Director Emergence Services

Capt Paul Siglock, Mission Staff Operations

Lt.Col. Mike Ullman, Mission Air Operations

Lt.Col. Wayne Shanks, Mission Ground Operations

Major James Pierce, Wing Director of Communications. (DC)



Col. Charles L. "Chuck" Carr



Col. Carr performs O-rides at the end of mission

Good - byes

"...We have come a long, long way and it is all because of you; the members of wing staff, the group staffs, the squadrons and the flights. Ohio Wing volunteer members are among the most hard working, professional volunteers, anywhere. Our members are leaders, benchmark setters, those who establish the bar for others to follow. I defy anyone to try and prove otherwise.

Did I accomplish all of the goals I had set for the Wing? No. I challenge Col. Carr and every member of the wing to continue the course. There is still much to do. Did I always make the right decisions? I'm sure some of you are painfully aware that I did not. I did, however, always make the decisions I thought was best for the Wing. I did what I had to do, I am comfortable with that and I have no regrets.

It's been a long four years; it's been a short four years. It has been bitter sweet. I have made friends and I have lost friends. I've enjoyed the close times and sorely miss the quality times. The price is high but it's been worth it. This is the greatest Wing in the Region because it is made of the greatest volunteer members in all of CAP. It wasn't me who accomplished so much, I was simply the conductor of the orchestra, raising my baton and listening to the sweet sounds of the symphony, as you played. I am so proud of each and every cadet and senior member in this wing. I believe it safe to say I have personally met nearly all of you. It has been my absolute pleasure to have the honor and the privilege of being your commander, to have had the opportunity to get to know you and to work with you on numerous levels.

thank you all, so very much, for the past four years. It has been great. I will miss you all, very much.

God Bless, Good Luck and Semper Vigilance,"

Michael Jay Murrell, Col., CAP

Citation to Accompany
Distinguished Service Medal
Presented to
Michael J. Murrell

Col. Michael J. Murrell has distinguished himself by outstanding performance of duty from 4 August 1999 to 14 September 2003 as Commander, Ohio Wing, Civil Air Patrol. During this period, Col. Murrell's professional skills, devotion to duty and outstanding leadership abilities contributed greatly to the implementation and success of national policies and programs within the Ohio wing. Upon assuming command, Col. Murrell made significant advancements in the areas of logistics, cadet programs, and Wing financial management. Under his leadership, the Ohio wing produced positive results in inspections from both the Department of Defense Inspector General's office and the General Accounting Office. The culmination of Col. Murrell's hard work was evident with the "strong satisfactory" rating given by the Civil Air Patrol's Inspector General Compliance Inspection Team. Three functional areas received excellent ratings, one of which was the command area. The Compliance team also noted some thirty commendable items, thirteen Observation items, and one Benchmark item which serves as a testament to Col. Murrell's untiring devotion as commander. Col. Murrell's pro-active, hands on management style was evident by the success of all Wing endeavors including hosting the 2001 summer National Board meeting in Cincinnati, and the 2003 National Cadet Competition at Wright Patterson Air Force Base. The singularly distinctive accomplishments of Col. Murrell reflect great credit upon himself, The Ohio Wing, and Civil Air Patrol.



Good - byes

“ I would like to thank Col Murrell and Col Carr for the outstanding and professional job they have done the last four years, and for giving me the opportunity to be with you on Sunday. It really meant a lot to me to be honored and to see everyone again. It has been a very short but rewarding eight years for me and although I am definitely not making this career change of my own choosing, I am looking forward to new challenges and new adventures.

One week from today I move to Lima to begin work at the Army Tank Plant as a Program Analyst. I'm told I will be doing budget and finance - not as exciting as working with cadets or searching for downed aircraft, but it is a job. I consider myself very lucky to have known and worked with John Bushko and Frank Ross and to have had the privilege and honor to be your Air Force Advisor, and yes a part of the Ohio Wing. We have been through a lot during this time and I think we are both better off for knowing each other. My first weekend on the job I worked the SAR Eval at Loraine Co and I ended up at a SAR Eval Saturday at Findley. What an evaluation it was - the turn out and results were fantastic. Along with the recent IG assessment it confirms what I have known for awhile and that is Ohio is one of the top two or three wings in the nation.

As your Liaison NCO and later as the Deputy State Director I saw you shine at encampments, IG inspections, SPAATZ exams, bivouacs, and Search and Rescue missions. I know you will continue to provide a great service to this country. I plan on keeping in touch and hopefully joining CAP sometime in the future.

It was a joy to be back in my Air Force uniform one more time. For 26 years I wore it proudly on active duty and then for 7 years in this job. I hope most of you will remember me in an Air Force uniform and as Sergeant Dickerhoof. I will never forget any of you or the times we had.

This job gave me an opportunity to meet great people like Miss America, Generals, and Astronauts, but my real heros are the people I saw on Sunday. Goodbye and God Bless.”

Bob Dickerhoof